YACHTING.

Prospects for the Coming Centennial Season.

SOME LIVELY RACING ANTICIPATED.

Proposed Corinthian Contests Open to All.

HEW YACHTS, ALTERATIONS AND REPAIRS.

The yachting season of 1876 promises to be not only particularly early, but at the same time lively. Already many of the best known yachts are making active preparations to go into commission, while new ones are being built; others, too, are on the ways undergoing repairs and alterations. Some few are at their summer stations ready for either pleasure or business. The number of new yachts to come out this year is somewhat smaller than last season, but to make up for this there is a more lively spirit exhibited among owners than has been noticed for years past. The fact that this is the centennial year may perhaps have something to do with this, but at the same time it must be to some extent conteded that yachting is unquestionably growing into more popular favor year after year. This is clearly femonstrated by the increase in the fleets belonging to the different yacht clubs, as well as by the number of smaller open and cabin sloops that are to be seen on the Bay belonging to independent owners. That all the best yachts flying either the New York, Brooklyn, Atlantic or Seawanhaka Yacht Ciub colors will be out this year and take part in the various regattas to occur during the summer and fall, is now well assured. The announcement of the programme for a series of races, spreading over three days, for prizes offered by the Centennial Commissioners, has perhaps been somewhat of a stimulant, and inasmuch as these conthe little eighteen foot open cat boat to the stately scheoper of hundreds of tons measurement, every class of yachtsmen will feel an interest in contributing to its success. CENTENNIAL REGATTA.

The following is the programme for the three days:-First Day-Thursday, June 22.—A regatta over the New York Yacht Club course, open to all yachts, as above, of fif-teen tons and upward. Second Day-Priday, June 22.—A regatta in New York Bax, open to all yachts, as above, of fitteen tons and under, over a triangular course not exceeding twenty-five miles.

illes. Turun Day—Monday, June 23.—A regatta from New York Cape May, and return, open to all yachts, as above, of fifto tape May, and return, open to all yachts, as above, of fit-tees toos and upward.

In the first and second regartas yachts will be divided into classes, with time allowabee based upon the mean length and the second regards with the second results of the schooners and one for stoops, without allowance classes of A certificate of measurement must accompany every entry. The owners measurement will be considered sufficient, in-less protest is made. In each case the committee reserve the right to remeasure.

less protest is made. In each case the commission the right to remeasure.

The medal and diploms of the International Exhibition of 1870 will be awarded by the United States Centonnial Commission to the winner in each class in the above regards. Additional prizes in silver will be awarded by the under signed committee. All entries must be made to the commistee on or before Thursday, June 15. All communications must be directed to the Secretary of the Committee, S. Nicholson Kane, New York Yacht Club, Twenty-seventh street and Madison avenue, New York city. CLUB RACES.

There will, of course, be the usual club regattas, and from the already expressed intentions on the part of the owners of yachts, these will bring out unusually large fleets. The New York Yacht Club holds its open ing regatta on the 8th of June. This will be watched with the keenest interest by all yachtsmen, for the reason that a test will then be afforded as to the merits of the yachts that have been extensively altered with a view to improving their speed and sailing qualities as compared with those which are acknowledged to be as perfect in these respects as human ingenuity can make Rambier, Resolute, Wanderer, Tidal Wave, Madeleine Palmer and others of that class are expected to try conctusions, and it is scarcely possible to predict which has the best chance of proving the winner, although it is nearly sale to say that the Rambler, since she has been altered to her present ugly shape, can hope only to be the rear guard. Then, again, Comet, Meta and others, who will come together in the second class. The race for sloops will also be of interest, for alterations and improvements have been made in many of those which were unable to cope with

Great interest, too, will attach to the race for the celebrated "Queen's Cup," for the possession of which a challenge has been issued by Vice Commodore C. Gifford, of the Royal Canadian Boat Club, and acepted by the New York Yacht Club, which has agreed to forego the usual six months' notice.

Commodore Gifford proposes to sail his new

schooner, the Countess of Dufferin, but what yacht will be the selected champion of the New York Club-has yet to be determined. In fact, the question is being agitated in the club whether that body has the right to select any one yacht for the race or whether they must not allow it to be an open race for all the yachts belonging to the fleet to join in if they are so disposed. From the explanation given by Mr. Schuvler, the only survivor of the donors of the cup, however, it is certainly to be inferred that the club has the power as well as the right to select one representative. In sup the club gave Mr. Gifford the choice of either sailing a series of three races in these waters during the summer or at Newport during the autumn truise, but did not name any yacht it would select to sail against the Countess of Dufferin. It is to be hoped, however, that in a spirit of true sportsmanship as well as fair play, and to prevent any adverse criticism and remark on the part of other yachting men, whether American or foreign, the New York Yacht Club will elect a champion before the time for the race, and not insist on the same conditions that were observed in the races with Mr. Ashbury in the Livonia-viz., to choose a boat on the morning of the race, as was then done, according as the wind and

weather was fair or storing.

The Brooklyn and Atlantic clobs have yet to fix the date of their annual regattas, but the Seawanhaka will have theirs, as usual, on the 4th of July. Minor clubs, such as the New Jersey, Manhattan, Hariem, Columbin, Long Islant, New Rochelle and Bayonne, have also yet to arrange their programmes, but they one and all hold out good promise of sport.

There is considerable talk going on as to making an arrangement for a series of Corinthian races for nominai prizes, to be sailed for by yachts of all classes attached to the different recognized clubs during the sca-son. Some propose that these contests should take place every Saturday atternoon, others favor fortnightly races of this description. If such a proposition should be carried out there undoubtedly would be a great impetus given to yachting, and at the same time it would afford many of the younger members of the clubs who are now owners an opportunity to learn practical seamanship, while they would experience the excitement peculiar to yacht racing when any participation is had in the actual operation and handling a racing craft. It would also tend to show many of our amateur yachtsmen the necessity of allowing sailing masters, when a race is in progress for the more important prizes, to exercise their more experienced judgment unmolested, instead of suggesting all kinds of impractical managuares, which, if carried out, could only bring about sure and complete defeat.

is said, are to be arranged, are those between the Tidal Wave and Madeleine, the Comet and Estelle, the naught, the Vision and Vindex and the Dreadmaught and Rambler. It is also suggested that a private con test is likely to occur between the Peerless and Comet, Maxwell being anxious to try conclusion

with Captain Langley. Helen, Mr. A. H. Browne, 283 tons, and the Counters of Dufferin, already referred to, are expected in these pleasure trip, and will not try conclusions with any of her American cousins. She is now on her way to Philadelphia. She will join the New York Yacht Club Res. The schooner Kroimbilda, Count Batthyany, and the steam yacht Blunderbuss, same owner, are also to

be enrolled in the same club. The Brenton's Reef race for the Challenge Cup is set | New York.

down for July 22, and will undoubtedly bring together a large fleet, as also the Cape May race in Octobe

AMALGAMATION CRUISE.

There is some talk of amalgamating the fleets of the New York and Brooklyn yacht clubs for the autumn course, and for the Eastern Yacht Club to join the first two at Newport. Whother the arrangement will be carried out to fruition cannot yet be determined, for there are many jealousies between the two first named to be reconciled before such a proposition would be ac-cepted by either. Taken altogether, the prospects are

exceedingly cheerful.

The following list will give an idea of the alterations being made to the principal yachts, and also the new ones being built in this vicinity:-

THE MOHAWK has been lengthened at the stern six feet nine inches on the water line and her rudder post carried the same dis-tance att. Her stern has also been altered in shape, giving her now a magnificent appearance. She has also been well calked throughout and had her bottom cop-pered. She will, by gaining this increased length on the water line aft, it is thought, steer much easier. She certainly, from her present appearance, looks a though she will prove a most formidable antagonist to any of the fleet that may be pitted against her during

cortainly, from her present appearance, looks as though she will prove a most formidable antagonist to any of the fleet that may be pitted against her during the season. Some slight alterations have also been made in her cabins and staterooms in the manner of decorations, but in all other respects she remains the same. Her deckhouse, with which she has been covered up all winter, is to be taken off and a crew shipped next week, when her running gear will be sent up and sails beat, ready to get into working order. She will, it is said, be in full commission by May 1. Her built will be painted black, with a gold band running from stem to stern. Commodore Garner, her owner, has his eye on the Centennia Regatta Medal, and will spare no expense to secure it. In fact, if outward appearances are any criterion, there will be little difficulty in his securing it unless the wind on the sailing day should be exceptionally light, for a handsomer looking craft than the Mohawk will scarcely be seen in the harbor this yoar.

THE DEKANNACUIT is also undergoing extensive alterations at Steers' yard, foot of Huron street, Greenpoint, and when completed will be scarcely recognizable. She is being lengthed if there is to forward, huch, as it is thought, to her improvement. The shape of her bows, too, have been considerably altered, and the ugity hollow, or knuckles, for which she was hitherto noticed, have been taken out. Her lines have been greatly improved by the change, and she now more resembles the Madeleine about the bows, Judging her as she looks on the stocks she will undoubtedly prove extremely fast, and will be a match for the best yacht in the fleet, not excepting the Dauntless, and if the two should arrange to try conclusions it would be a matter of difficulty to prophesy the winner. Her cabins are to be entirely altered; in fact, below decks she will be completely remodelled; her mastis will be the same as last year, but will both be stepped three and a half feet inrther forward. She will go into commission by the loo

receive shim for winning any prize at all. Should the Rambler win any race this year it will surprise every one.

THE IDLER,
belonging to Commodore S. J. Colgate, has been lengthened on the bow eight feet six inches, and made two feet deeper. She now looks as pretty as a pisture and will doubtless be an ugly antagonist in any race she sails. Her foremast has been stepped five feet more forward and her mainmast two feet. She will carry two feet longer fore boom and is to try a log foresail. Her bowsprit has been cut off five feet; with this exception all her other spars will be the same. She has now a flush deck, her cockpit having been taken out. Her cabins have also been altered and refitted. Her present dimensions are:—Length over all, 105 feet; beam, 22 feet 5 inches, and depth of hold, 10 feet. She will be placed in commission on May 10. She took a crew on board last week who are now at work setting up her rigging, cleaning and refitting.

THE PERRICESS,

owned by Mr. J. R. Maxwell, has also been considerably changed. She has been lengthened three feet on the water line at the stern and is made six feet longer on deck. She has also been deepened one foot. Her contreboard has been shifted farther forward and she has been lengthened four leet, giving her two more state rooms. She will be launched on the first occasion of a high tide. The alterations to this gallant little craft have very greatly improved her appearance, as they doubtless have her sailing quatities. Her old antagonists, the Triton, Agnes and Meta, will find the Peerless a difficult boat to beat this season

THE PERRICH SEASON.

THE RECOR KATE, owned by Mr. Randolph, has been almost rebuilt, at Greenpoint, by Smith & Terry. Her dimensions, however, remain the same. She is to go into commission May 10, and will be handsomely decorated. Her hull is to be painted black, with a gold band.

The scooner Comet, N. H. Langley, has had a new

black, with a gold band.

OTHER ALTERATIONS AND PREPARATIONS.

The schooner Comet, N. H. Langley, has had a new centreboard trunk put in and is now lying off the foot of Court street. She will ship a crew this week and prepare for the work of the season. Several matches are on the tapis between her, the Estelle and Muc.

of Court street. She will ship a crew this week and prepare for the work of the senson. Several matches are on the tapis between her, the Estelle and Meta.

Mr. Hurst, goes into commission this week, and will lie of the ciub house, Staten island.

The schooners Palmer, Mystic and Triton are also to be prepared for commission and will be ready within the next fourteen days for sailing.

The shoops Christine, Orion and Undine are getting in readiness; masts are being scraped, running rigging overhauled, and, in fact, all is buside and preparation.

The skoop Gracie has had a new mast and topinist put in, several feet longer than her old ones. Whether she will be able to carry the extra sail has yet to be proved. Most people lancy a mistake has been made.

The sloop Ethel has been repaired and rigged under the superintendence of Mr. Richard Wallen.

The schooner Josephine has been fitted with a new suit of sails and goes into commission next week.

The sloop Arrow will be placed in commission this season and is now undergoing a thorough overhauling.

The schooner Meta has had her foremast shifted two loci six inches firther forward and cut down three feet. This will doubtiess make her more weatherly. She is to have a complete set of new sails and will try a lug foresail.

The sloop Vision is being entirely rerigged. She has also had her bows filed out, which is decidedly a great improvement to her appearance and will make her a suncher boat, without interfering with her speed.

The sloop William T. Lee, Brooklyn, and many others of that lik are getting ready for the season, all intending to enter for the race open to that class in the Centennial regatta. The contest is looked forward to by the owners of these fast little craft with considerable house.

better boat and is sure to carry off the prize. Time will show.

A NEW SLOOP.

Alonzo E. Smith, of Islip, Long Island, is now building a landsome looking sloop for Mr. R. H. Huntley, of the Brooklyn Yacht Cluit. Her dimensions are:—70 feet over all, is sleet on water line, is feet keel; beam, 19 feet 4 inches; depth of hold, 6 feet 6 inches; cabin, 27 feet. Her centreboard is 17 feet; mast, 69 feet; topmast, 30 feet; bowsprit, 23 feet outboard; man boom, 58 feet, and gaff, 31 feet. She is built of white oak, with timbers and knees of oak, chestinut and hickmatack, with celling of deorgia pine. Her deck is to be of white pine, two inches square. The cabin will be 27 feet long, and is to be handsomely finished in hard wood and polished pine. She is to be ready to go into commission on June 1. Judging from her model, she will prove very last.

OTHER NEW YACHTES.

Henry Smedley is building a new sloop for J. Treadwell, 46 feet over all, 15 feet 6 inches beam and 5 feet 6 inches draught. She is now nearly ready for functing. William Force, of Keyport, has almost completed a sloop 51 feet over all, 17 feet beam and 6 feet arraight. She is to be launched about June 1, and will my the New York Yacht Club pennant.

A pretty looking sloop, 57 feet over all, is also being built by Alonzo Smith, at Istip, for General Textsend, of Albany. She is to be commissioned June 1.

A new steam launch has been almost completed by John Mumm, at the foot of Court street, for Commo-

being built by Aloozo Smith, at Istip, for General Temberd, of Albany. She is to be commissioned June 1.

A new steam launch has been almost completed by John Mamm, at the foot of Court street, for Commodore Garner, as a tender to the Mohawk. Her dimensions are 28 feet long, depth 2 feet 8 inches and 6 feet beam. Her frame is of oak, with cedar planking and malogany fittings. She will, it is expected, have been built expressly for her by Wilcox & Balcock.

Mumm has also on the ways a steam yacht for Mr. Wilcox 65 feet long, 9 feet beam and 4 feet depth of hold. She has a huckmatack frame and cedar planking. Her cabin is to be 12 feet long.

A cabin cathoot has also just been completed by J. Mumm, for C. 8. Webb, intended for pleasure saiting. Her dimensions are 20 feet over all, 11 feet 6 inches beam, and 3 feet 4 inches depth of hold. Hier mast is 36 feet long, gaff 15 feet and boom 29 feet, with 23 feet long, gaff 15 feet and boom 29 feet, with 23 feet hours. Her frames are of oak, with cedar planking. The cabin is finished with white pine.

Henry Smedley is building a contreboard stoop for W. R. Brown, of Newburg, of the following dimensions:—Longth, 27 feet; beam, 11 feet 8 inches; depth, 2 feet 6 inches; centreboard, 9 feet.

The same builder has also just thished a handsomely modelled open sloop for John Badum, of Gowanus, with which it is hoped to beat all others in the Centonial regatias. She some resembles the W. T. Lee in appearance, and is 25 feet long and 9 feet centreboard. She will be ready to faucing sails, to be furnished by John Sawyer.

A new steam yacht, 85 feet long, has lately been launched from Lennox's yard, for Mr. James Lorillard.

Mr. William is having a sloop, 50 fest over all, built at Newport, R. L.

PIGEON SHOOTING.

MR. HOWARD S. JAFFRAY WINS A HANDICAP SWEEPSTAKES IN LONDON.

[From the London Morning Post, April 10.]
There was a large attendance in the Gun Club enclosure on Saturday, April 8, and, the weather being remarkably fine, a long and pleasant afternoon's sport was enjoyed. The chief event was an optional £1 or each, for which there were twenty-eight competitors.

Mr. Howard S. Jaffray, a well known American, won one of Purdy's central fires, Captain Forester Leighton and Mr. Hopwood shooting well up.

| THE RESIDENCE TO SERVE | Yards. | Score. |
|--|--|-------------|
| Mr. H. S. Jaffray | 27 1/4 | 11111 |
| Captain Forester Leighton | 28 | 11111 |
| Mr. E. R G. Hopwood | | 11111 |
| Captain Gordon Hughes | | 11111 |
| Mr. Thomas Lant | | 11111 |
| Mr. "Otho" | | 11110 |
| Mr. "Wilton" | 27 | 11110 |
| Mr. J. J. G. Evered | | 1110 |
| Mr. Charlton Adams | 27 | 1110 |
| Mr. J. Davies | 25 | 1110 |
| Mr. "Green" | 28 | 1110 |
| Sir George Hector Leith | | 110 |
| Captain Henry Bethune Patte | D 2816 | 110 |
| Mr. "Norman" | 25 | 10 |
| Mr. "Vaughan" | 27 | 10 |
| Mr. "Sidney" | 25 1/4 | 10 |
| Mr. A. W. Merry | 26 | 10 |
| Mr. S E. Shirley, M. P | 2814 | 10 |
| Colonel Browne | 24 | 10 |
| Mr. F. G. Hobson | 25 | C |
| Mr. "Bruin" | 27.16 | 0 |
| Mr. C. E. Parker | 26 | 0 |
| Mr. C. H. Waimisley | 25% | 0 |
| Mr. "Booth" | 27 | 0 |
| Mr. W. F. Gambier | 25 | 0 |
| Captain Shelley | 2814 | 0 |
| Mr. J. B. Darvall | 2334 | 0 |
| Mr. "Daniels" Mr. Jaffray, Captain Leight | on. Mr. E. R. G | Hopwood. |
| Captain Gordon Hughes and | Mr. Thomas I. | ant, baving |
| killed all their birds, shot off | | |
| 1 144 PT C P. III. | TO STATE OF THE ST | |

Mr. H. S. Jaffray (won £28 and Cup)... 1 1 1 1 1 Captain W. Forester Leighton... 1 1 1 1 1 0 Mr. E. R. G. Hopwood... 1 1 0 Captain Gordon Hughes... 1 0 Mr. Thomas Lant... 1 0 Mr. Thomas Lant... 1 0 Mr. Thomas Lant... 1 0 Some £1 sweepstakes were also decided. The first, with nine shooters, was won by Mr. Charlton Adams killing lour in succession, and the second, with nine teen, was also carried off by the same gentleman. For the third there were twenty-two shooters, and the pool was divided by Captain Gordon Hughes and Mr. Walmisley after killing six each without a miss.

CRICKET

THE CLUBS PREPARING FOR THE COMING

The various cricket clubs in this city are pushing forward their preparations for the coming ason. The St. George's professional, Mr. George Giles, is now busily engaged every day in preparing the grounds, foot of Ninth street, Hoboken, for the opening match, which will occur early next month. No definite arrangements have yet been made with English clubs for playing, but it is believed that a "gentlemen's eleven" will visit this city and Phila-deiphia during the season. Last year only twenty-one season will open earlier and much more interest will be taken in the game. The St. George's club will have exciting game will be taken.

The members of the old Manhattan Cricket Club mes

The members of the old Manhattan Cricket Club met on Thursday evening last at James Smith's, No. 1 Amity street, for the purpose of electing officers for the ensuing year and making arrangements for the coming season. Mr. D. McDougai presided, Among the old players present were Hoelord, Canmell, Greig Oakley, McDougai, James Smith, Hayward and Makim. The following officers were elected:—President, James Neeves; Vice President, D. McDougai; Secretary, S. H. Makim, No. 56 Wall street; Treasurer, Edward Norris. Committee of Arrangements—S. Hostord, H. Tucker and T. Canmell Captain of the team for the season—the veteran James Smith. The club is in good financial condition, but lacks that great necessity to cricketers—a practice ground. A committee was appointed to secure a ground and it is fully expected that the opening match will be played between the members on Decoration Day. The team for the coming season will be as follows:—Captain James Smith, Hosford, McDougai, Greig, Canmell, Makim, Hooper, Hayward, Oakley, Ronaldson and Kersley. The club is determined to keep up their reputation as strong players, and during the season they will play matches against the St. George's, Prospect Park, Staten Island, Jersey City and Paterson clubs. The secretary rande application to the Park Commissioners for permission to play in Cantral Park, but received an arswer that no space could be given for bail playing. In England the cricketers play in all the public parks, and special attention is pand to the members. On the map of Central Park there is a "cricket ground" laid out, but no club has as yet played upon it. Three years ago the scholars in some of the grammar schools in the city made application to play on the parke ground in the rear of the Park. The club will engage a decentary and sapecial attention is pand to the was composed of attaches of the Brooklyn newsjapers. They have now a good membership, and the players are some of the best in the vicinity. Last year the club was captained by Sprague, an old base bail pla on Thursday evening last at James Smith's, No. 1

Bell and the Greecete and the second bell and the Greecete and the William Butler Duncan has recently been elected President and Mr. John McKeon is still their respected and energetic secretary. The ciub has a fine ground at Camp Washington, Staten Island, where a splendid view of the Bay can be had. Their professional, William Brewster, is now busy arranging the grounds for the season. The players will be about the same as last year, but their second eleven will be revery much stronger.

The Jersey City Clib is composed of a number of old players. They have not played many matches in the past two years, but expect this season to play against all the local clubs.

In Paterson, N. J., there are two cricket clubs—the Paterson and the Albion. No definite arrangements for the season have yet been made, but the grounds are now being cared for by Professor W. Lemon.

BASE BALL NOTES.

All the professional clubs throughout the country have been hard at work these past few weeks getting their players in good trim for the summer's contests. At Philadelphia the Athletic and Philadelphia nines have had a bout, the former proving the victors by the totals of 11 to 6. The game was played on the 19th. On the 17th mst, the Athletics played and defeated the Actives, of Reading, the totals being 9 to 2. The Actives scored in the second inning only; but when it is stated that they blanked their strong opponents six times out of nine, some idea may be had of their style

stated that they blanked their strong opponents six times out of nine, some take may be had of their style of play.

On the same day the Kleinz nine, a semi-professional team, defeated the Philadelphias in a well played game of nine innings, scoring four runs to their opponents few.

An estimate of the probable expenses of some of the league clubs has been made and is as follows:—St. Louis, \$22,500; (brikano, \$22,000; (brisville, \$18,500 and Hartford, \$18,000. Notwithstanding these figures it is generally supposed that Chicago is laying out the most money.

The Louisville club made a trip to Memphis, Tenn., a short time ago, and played a series of most excellent games with the Memphis club, whose nine proved to be much stronger than it was generally supposed to be.

be much stronger than it was generally supposed to be.

The Staten Island club will put a strong nine in the field again this season. It is said that Rose of the Concords will play with them.

Harme, late of the Hartfords, is to captain the Buckeryes, of Columbus, Ohio.

The Mainais play the Hostons on the Union Grounds to-morrow and the Hartfords Thursday.

The Arlingtons and Chathams play on the Union Grounds Wednesday, the 20th inst.

President James B. Mingay, of the old Gotham Club, of this city, has, at the request of several members, issued a call for a special meeting, to be held on next Thursday evening, at eight o'clock, at the Village House, on the corner of Bank and Hudson streets. The purpose of the meeting will be to select a nine for the year and to decide upon a uniform to be worn by the players. It is expected that the meeting will be largely attended.

THE SIXTY-NINTH REGIMENT'S AN-NIVERSARY.

The veterans of the Sixty-ninth regiment, the Corcoran Legion and the Irish Brigade met at the Sixty-ninth Regiment Armory last night, corner Ludlow and Grand streets, it being the fitteenth anniversary of the Her dimensions are 20 lect over all, I feet o inches beam, and 3 feet 4 inches slepth of hold. Her mast is 36 feet long, gaff 15 feet and boom 25 feet, with 23 feet holds. Her trames are of oak, with codar planking. The cabin is finished with white pine.

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A new steam yacht, 85 feet long, has lately been launched from Lennox's yard, for Mr. James Lordlard. Mr. Winans is baving a sloop, 50 feet over all, built at Newport, R. L.

Yacht Meta, N.Y.Y.C., Mr. William E. Iselin, from New Rochelle, passed Whitestone yesterday, cs route to New York. starting for the seat of war of the gallant Sixty-ninth.

INSURANCE LEGISLATION.

THE SENATE BILL, AND WHAT THE FIRE, LIFE AND MARINE INSURANCE OFFICERS SAY ABOUT IT-A FEE OF FIVE THOUSAND DOLLARS TO A STATE OFFICER.

Since the recent passage "by a large majority" of the Senate bill taxing the stockholders of insurance compa-nies of this State there has been considerable excitemarine insurance companies of this city, and the calls upon them for information both by foreign and domesclous. The Committee on Law and Legislation, of which Mr. George C. Hope, of the Continental Fire, is chairman, have held several meetings in regard to the mat-ter, and a delegation from this body will proceed to Al-

bill which has passed the Senate it is here given entire. It reads as fellows .-

An Acr authorizing the taxation of stockholders of life, fire and marine insurance companies An Acr authorizing the taxation of stockholders of life, fire and marine insurance companies. The precise of the Satte of New York, represented in Senate and Assembly, do cancer as follows:—

Section 1.—No tax shall hereafter be assessed upon the capital of any life, fire or marine insurance company organized under the authority of this State, but the stockholders in such insurance companies shall be assessed and taxed on the value of their shares of stock therein, and said shares shall be included in the valuation of personal property of such stockholder in the same same of taxes at the prace, town or ward where such insurance company or association is located, and not elsewhere, whether the said stockholder resides in said place, town or ward or not; but not at a greater rate than is assessed upon other moneyor capital in the hands of individuals in this State. And in making this assessment there shall also be deducted from the value of said shares such sum and in the same proportion to such value as is the assessed value of the real estate of such insurance companies, and in which any portion of their capital is invested, in which said shares are held to the whole amount of the capital stock of said thutrance companies. And provided further, that nothing hereia contained shall be held or construed to exempt from taxation the same estate held or enemed by any such insurance company but the same shall be saident for State, county, much part of the same manner as other real estate is taxed.

Soc. 2. There shall be kept at all times in the office where the mainers of such insurance companies, organized under the authority of the state, and in the other where the outliness of such insurance companies, organized under the authority of the state, shall be transacted a fail and

them have an action to collect the tax from the avails of the sale of his shares of stock, and the tax on the share or shares of said stock shall be and remain a lien thereon till the payment of said tax.

Suc. 4. For the purpose of collecting such taxes, and in addition to any other saws of the State retailive to the immostition of taxes, it shall be the duty of every insurance company and the managing officer or officers thereof to retain as much of any dividend or dividends belonging to such stock-holders as shall be uncessary to pay any taxes assessed in pursuance of this set until it shall be made to appear to such officer that such taxes have been paid.

Mr. Whithm H. Ross, the Manager of the Queens Fire Insurance Company, in Broadway, near Folton street, was waited on yesterday by a Herald reporter, to ascertain his views in regard to this bill. He said in effect:—"It represent a foreign company, and although the bill does not directly strike at such corporations, but only those organized under the laws of this State, I yet understand that it is only

The regionalized of the single purpose of the Committee on Laws and Legislation, and it keeps us in continual hot water during the session at altuny to ward off hostile legislation. One blackmailing scheme after another is put forward, now in one guise, now in another, and all for the single purpose of 'striking' the insurance interests, which should be conserved and not attacked by the law makers."

Mr. William H. Ross, President of the Continental Fire Insurance Company, in Broadway, near Pine street, was waited on, but while he was generally reticent about the effect of the bill, he did not conceal his indignation at the attempt to impose a double taxation on the companies. He said:—"The insurance organizations threst their money in government stocks which are by law exempt from taxation, and this bill evades that exemption. We get, perhaps, four and one half per cent interest on our investments, and this put evades that exemption. We get, perhaps, four

of the State, and
"THEMEN HANGS A TALK."

It seems that la t year the Knickerbocker Life Insurance Company, of No. 239 Broadway, was damaged by reports of some kind, and Mr. Miller, the State Insurance Superimendent, was supposed to be favorable to a receiver being appointed. However, in the legislative investigation of Superimendent Miller, which afterward followed, it leaked out that Deputy Attorney General Hammond had received from the Knickerbocker Life Insurance Company a fee of \$5,000.

The Hakalo reporter waited on the Secretary of the Knickerbocker Company yesterday, and he fully contributed the above, at the accordance of the secretary bocker Life Insurance Company a fee of \$5,000.

The HERALD reporter waited on the Secretary of the Knickerbocker Company yesterday, and he fully confirmed the above, at the same time referring the reporter to their counsel, Mr. Johnson. Mr. Johnson was found, and said. "Yes, the money was paid to Mr. Hammond, but he did not accept it until he was assured it would not affect anything having to come before the Attorney General." "A pretty big retainer," suggested the reporter. "Yes," said the lawyer, smiling; "but I thought it best to have Mr. Hammond as associate counsel in order, to reach a certain influence, or rather to counteract it."

The president of another insurance company, who did not wish his name mentioned, said:—"The great trouble in all insurance legislation is the country members. They will go for anything that looks like taxation of the bloated bond or stock holders of the city; they think in some indefinite way it will lower the rate of interest on their mortgages. It is to the advantage of every community that its fire insurance companies should grow rich and strong. Think of the dissuers of fire in Chicago and Boston alone, when 100 companies laid down their lives, the Home Insurance Company in this city alone paying \$1,500,000."

CORSETS.

A DISCUSSION THEREON IN WHICH MERCHANTS NOT LADIES, WERE INTERESTED.

About six weeks ago District Attorney Bliss was no-tified by several merchants that a number of houses in New York were importing German woven corsets and invocing them far below their real value, and that an investigation would establish the fact. The District Attorney notified Collector Arthur of the report made to him, and accordingly a large invoice which was shortly after entered was ordered to the public stores for examination and appraisement. A number of experts were summoued, specimens of the goods pro-cured and examined, and advances made on the inoiced value of the goods in some cases of as much as sixteen per cont. The importers protested against the judgment of the experts and appealed to Collector Arthur for the appointment of a merchant appraiser to examine the prices at which the goods were invoiced, and to appraise their value. Accordingly the

spraiser to examine the prices at which the goods were invoiced, and to appraise their value. Accordingly the Collector appointed Mr. James R. Constable, of the firm of Arnold, Constable & Co., coadjutor with the Appraiser, General Ketchum, to investigate the matter thoroughly. A number of merchants engaged in the manufacture of corsets and a number of importers were summoned and a great deal or restimony taken. Experts were called in to testify to the value of the goods, and several days were spent in investigating the charges of undervaluation. General Ketchum would not state the result of the trial, and Merchant Appraiser Constable referred to that gontleman any questioned about the existence of a ring between American importors and foreign manufacturers, that he was consident no such thing existed, and besides, the importers themselves had denied its existence under oath. The Haralto reporter, on being informed that the results of the investigation has been transmitted to the Collector, called at his office without finding him. He suisequently learned that the goods detained had been released and called on the importers interested to ascertain how the, investigation had affected them. The three firms whose goods were held are Messrs Dieckerhoff, Raffleer & Co., Lewis Schiele & Co. and S. Wormser & Co. Yesterday afternoon, while the reporter was conversing with a partner in the house of Schiele & Co., a note from the Custom House contaming the reappraisement:—The invoice, as entered at the Custom House, was for seven cases of goods were detained for hearty fix weeks and the importers subjected to the inconvenience and iosa of sales facured by the delay. In the case of S. Wormser & Co., the invoice under when the goods amounted to the ridiculous sum of \$4.20, on account of which the goods were detained for bearty six weeks and the importers subjected to the inconvenience and iosa of rechmarks, a difference of fifty-one reichmarks; the reappraisement set the value of the goods at 19.194 45 reichmarks, and inte

siness of the importers, with whom they were unable compete in prices and quality of their goods. They so state that it was owing to the efforts of this combi-tion that Congress, some years ago, largely increased e tariff on the importation of low-priced corrects to pro-et them from opposition in their trade by the im-

cussed the propriety of sending a statement of their case to the Benal for publication, but determined to await the result of the investigations, relying on their status in the commercial world to protect them from any injury such charges might temporarily inflict upon them.

THE PRINCE OF WALES.

HIS LETTER OF THANES TO THE GOVERNOR GENERAL AND PEOPLE OF INDIA. The following notification is published in the Gazette

His Excellency the Viceroy and Governor General has the satisfaction of publishing for general informa-

tion the following letter which he has had the honor of

receiving from His Royal Highness the Prince of

receiving from His Royal Highness the Prince of Wales:—

Her Majesty's Ship Senaris, }

Biombay, March 13, 1876.

My Dear Lord Northheody.—I cannot leave India without expressing to you, as the Queen's representative of this rast Empire, the sincere pleasure and the deep interest with which I have visited this great and wonderful country. As you are aware, it has been my hope and intention for some years past to see India, with a view to become more intimately acquainted with the Queen's subjects in this distant part of her Empire, and to examine for myself those objects of interest which have always had so great an attraction for travellers. I may candidly say that my expectations have been more than realized by what I have witnessed, so that I return to my native country most deeply impressed with all I have seen and heard. The infermation I have gained will, I am consident, be of the greatest value to me, and will form a useful foundation for much that I hope hereafter to acquire. The reception I have must with from the princes and chiefs and from the native population at large is most gratifying to me, as the evidence of loyaty thus manifested shows an attachment to the Queen and to the thiroue, which, I trust, will be made every year more and more lasting. It is my earnest hope that the many millions of the Queen's Indian subjects may daily become more convinced of the advantages of British rule, and that they may realize more fully that the sovereign and the government of England have the interests and wellbeing of India very sincerely at heart. I have had irequent opportunities of seeing native troops of all branches of the service, and I cannot without my opinion that they constitute an army of which we only feel justify proud. The "march past" at Delhi of so many distinguished officers and of such highly disciplined troops was a most impressive sight, and one which I shall not easily forget. I wish also to state my high appreciation of the cycle service; and I feel assured that the manner in which thei

authority for the facilities which have combied me to traverse so rapidly so large an extent of country; and the hospitality tend-red by yourself and by others who have so kinaly received me.

Believe me, my duar Lord Northbrook, yours very ancerely.

THE O'CONOR CHARGES.

DIFFICULTIES ATTENDING A TRIAL.

TO THE EDITOR OF THE HERALD:**

Now that the adiates of a professional gentleman are placed in an uneuvisible light before the public I would hive to call attention to the wretched manner in which such things are investigated in this city. If Mr. O'Conor is innocent then should his accessors be punshed; and if he has commuted an outrage in his professional charges he should be compelled to round. This is what he demands. For my part I take nother side in this issue, but the point I am aiming at is, How should such a trial be conducted and before whom? Mr. O'Conor proposes to have the Har Association try him. The hady would no doubt like to have her friends try her. Would the Har Association be satisful by the lady's irrender? And swould approach of the proposes to have the Har Association by the help's he had yound to doubt like to have her friends try her. Would the Har Association be satisful by the lady's irrender? And swould approach is the conducted and before whom? Mr. O'Conor proposes to have the Har Association by the hady would not doubt like to have her friends try her. Would the Har Association be satisfully the lady's irrender? And would approach to the community, and he had would not doubt like to have her friends try her. Would the har Association be satisfully the lady's irrender? And would approach to the community, and her was a proposed to the community, and when such a question arrives we shall then have a did not explain the hard had been allowed the place of any exception of the proposed and the place of any exception of the proposed and the place of any exception of the proposed and the place of any exception of the proposed and the place of any exception of the proposed and the p

case, what amount did you New York lawyers receive or demand? You could not put your reporters in a better field than that or "working up" some of the large fees that have been allowed in your city, and give the fruits of their labor to the public. A great many of them would throw Mr. O'Conor's bill in the shade.

I see the court allowed one set of lawyers in the Tweed case one per cent extra lees on the \$6,000,000 suit, which, it appears to us, was quate a soug sum, and, after being added to the regular fees, must have been a very fair amount to "take in;" but what were the regular lees in the case, and what was the amount of the different bills from other firms? And, finally, after the lawyers are all pand how much will there be left for the City Fathers?

Now, Mr. Editor, no paper has accomplished so much toward knocking extortion in every shape on the head as the flexate. You do not always carry your point (New York street car nuisance) but your endeavors show the public you are at all times with them in every reform. Now try and give us a law to limit these "extortionate fees," and I know you will gain the thanks of nine tenths of the public, outside of the profession, for so doing.

Syracuse, April 19, 1876. case, what amount did you New York lawyers receive

or so doing. SYRAGUSE, April 19, 1876.

A SAVAGE NEGRO.

At the junction of Fifth street and Newark avenue Jersey City is the locality known as the "Crow's Nest," occupied almost entirely by negroes. In one of the dwellings which bears a disreputable character a party of negroes of both sexes spent Saturday night in debauenery. A white man, named John Benny, joined the party at midnight and liquor was freely partaken of. At one o'clock yesterday morning the whole party was intoxicated. Benny's inmiliarity with one of the colored women aroused the Jenlousy of a negro named "Al" Bradley, and Benny was ordered to leave the house. After some wrangling he arose to leave when he was followed by Bradley, who attacked him with a razor and inflicted no less than seven gashes, one on each leg, above the knee, one on the right hip, ope on the right side, one on the right theek, one on the neck and one on the right thand. The wounded man received prompt medical attendance, and now lies in a precarious condition. Officer Doyle captured Bradley and locked him up to await the result of Benny's injuries. Bradley is a desperate character, and has given the police much trouble. He is a member of a gang that attacked a policeman a few days ago, dragged him into an alley and beat him severely for having arrested one of their number.

PURE WATER FOR JERSEY.

The Mayors of Jersey Cuy, Newark, Hoboken and during the past three days on the subject of a pure water supply for those cities and the intervening water supply for those cities and the intervening towns. The present supply to Jersey City and Newark is most impure, and hundreds of cases of malarial diseases are attributed directly to the fifthy water, every summer. It was proposed a year are to draw a supply from Lake Hopateong, but, owing to its great distance from Jersey City, the scheme was too expensive. The cheapest and most leasable plan is bow under the consideration of the Mayors and Water Boards of the cities mentioned. It is proposed to draw a supply from the Passaic River above Little Palls, and it is estimated that this supply would be sufficient for a population of 10,000,000. The cities would then have a wholesome supply, whereas at present the sewage of Paterson, Passaic and Newark is swept into the Jersey City and Newark reservoirs. If the scheme be approved, each city and town will pay its pro rate share of the expense.

Notice has been served on the Delaware and Lackswanna Railroad Company that the Hudson River Tun-nel Company will apply for a dissolution of the innei Company will apply for a dissolution of the injunction issued by Chanceller Runyon restraining the
latter company from proceeding with the excavation.

The Supreme Court has decited that the Hudson River
Tunnel Company can organize under the general railraid law and needs no special charter. Colonel Haskins, president of the company, is confident that the
work will be resumed before the middle of June, and
an application will be made in a few days to one of the
judges of the Supreme Court to appoint commissioners
for the condemnation of lands needed for the entermiss. NO SEAT NO FARE.

THE CORPORATION COUNSEL AND THE ALDER-MEN-VIEWS OF MESSES. LEWIS AND SHIELS-PROBABLE ACTION AT NEXT MEETING OF THE

Board of Aldermen, nearly three months ago, calling upon Mr. Whitney, the Corporation Counsel, to furnish certain information relative to the city railroad companies has not yet been answered the matter has panies has not yet been answered the matter has become one of general comment. In February last, when the subject was broached in the Common Council, a bill was pending in the Legislature having in view the suppression of overcrowding the cars, and no one doubts that had proper attention been given to the re-cent of the Beard within any reasonable limits of quest of the Board within any reasonable limits of time the fate of that measure would have been different, notwithstanding the treacherous conduct of the party who stood sponsor for it. The Corporation Counsel has been asked personally on several occasions the cause of pied with other matters of a more pressing nature, though it is difficult to understand how this one sole affair, which to a considerable extent affects the heath and comfort of the public, as well as the interests of justice, should be passed over as a matter of small con sequence. In order to learn the views of members of the Board of Aldermen relative to Mr. Whitney's singu-lar course a reporter of the Herano spoke to President Lewis and Alderman Shiels on the subject, with the ob-ject of hearing what it was proposed to do under the

Alderman Shiels' views.
Alderman Shiels said that he introduced the resoluion after examining the agreements between the city and the horse car companies. He was impressed with the idea that when, over thirty years ago, the city did the railroads could carry with profit passengers for five cents, they might now with fully as much benefit transport them at a lower figure. Mr. Shiels remarked that he had not at all forgotten the request made on Mr. Whitney, and he added that he had spoken to that gentleman ten days ago in reference to the matter. The Corporation Counsel then informed him that he could only account for his failure to do so by the prosumealy large amount of business that required his to his duty in the premises. The car companies were evidently under the lawful control of the Common Council as to the charges for fare, the frequency of the starting of their vehicles so as to acco public-and accommodation certainly meant an absence

fessional ability, industry and integrity of the Corporation Counsel. While in office he had served the city most beneficially, and protected its interests in many actions which, in the hands of a less conscientious and attentive lawyer, would have gone against the people. But Mr. Lowis was not prepared to say that Mr. Whitney's remarkable silence on the horse car question was easy of explanation. He had seen what appeared is the Herato concerning it, and was not unaware that some ugly stories were in circulation relative to the bill introduced by Assemblyman Killian, but as to Mr. Whitney's course he was convinced that only the heavy pressure of official business prevented him replying to the resolution. Mr. Lowis called the Clerk of the Board, and inquired if any notice had been taken of the resolution of Mr. Whitney. The clerk stated that there had not and could not explain the cause. Finally Mr. Lowis said that he was not aware of any intention to bring the subject before the Board, though he could not help admitting that the mattention of whatever else it might be called of the Corporation Counsel could not and did not fail to attract notice, but as to what he thought of Mr. Whitney's capacity and high sense of honor he could not speak in lavorable terms too strongly. Nevertheless there was room for explanation consulering all the ofreumstances, and Mr. Lewis was of opinion that some of a antisfactory character would be soon given.

The Board of Aldermen meets next Thursday, when no doubt if nothing is heard from Mr. Whitney's resolution two months ago the public would have been most likely benefited. It is now too late.

FUNERAL OF TIMOTHY DARCY.

The funeral of Timothy Darcy, the National Secre-tary of the Ancient Order of Hibernians, who died on Thursday last, took place yesterday afternoon from No. 96 Centre street. The deceased has been a member of Di-96 Centre street. The deceased has been a member of Division No. I Ancient Order of Hibernians for over twenty years, and has been repeatedly elected to the office of National Secretary of the organization for years by the annual Convention. The remains were enclosed in a handsome rosewood casket, mounted with silver, the plate bearing the following inscription:

TIMOTHY DARCY.

Dod April 20, 1876.

Aged 43 years, 1 month, 20 days.

Among the floral tributes was a very handsome cross of immortelies and tuberoses, presented by Division 32, Ancient Order of Hibernians. Several divisions of the Ancient Order of Hibernians in this city attended the funeral, and there were in line also delegations from the organization in Jorsey Guy and Brooklyn. The societies accompanied the remains to Calvary Cemetery, where, after the usual religious rites had been performed, the interment took place.

BIG GUNS FOR PHILADELPHIA.

[Paris (April 10) correspondence of London Post.]
The guns about to be exhibited by Messra. Krupp as
Philadelphia have been shipped from Hamburg for
their destination. The collection includes one of the newly designed 35.5 centimetre guns. The largest gun exhibited at Vienna by the same firm was a 30.5 cm of the same construction. The Philadelphia exhibits have been shipped in a vessel belonging to the irm, which has for some time employed four steamers of its own, and now proposes further additions to that flottling.

GERMANS AND THE CENTENNIAL

sting of delegates of the German singing so cioties of Hudson county, New Jersey, was held yester-day afternoon in Germania Hall, Jersey City Heights to make arrangements for a grand contennial demon-stration. Thirteen societies have thus far joined the movement, exclusive of Hoboken, which will furnish fully one-half the entire number.

THE CENTENNIAL IN BROOKLYN.

The Brooklyn Centennial Union, composed of the The Brooklyn Centennial Union, composed or the Brooklyn German choral societies, Schuetzen and Turner organizations, held a meeting at the club house in Brooklyn yesterday afternoon, when the reports of the different committees in reference to the projected celebration of the Centennial in Brooklyn were received, from which it appeared that most extensive arrangements for that event are boing mante. The leastly the will occupy two days. On the eve of the Centennial the featival will be inaugurated by a teretile in section.